

**Biennial Report
Of the
NH Scenic & Cultural
Byways Council**

For the years 2011-2012



This report is intended to satisfy RSA 238:21(V) which reads:

Review the byway system and report biennially to the governor and the general court upon the effectiveness of this subdivision and make recommendations. The reports shall indicate the status of all state and town designations and include a fiscal accounting of all moneys received and expended

For question or comments regarding this report, please contact the NH Scenic & Cultural Byways Program Coordinator:

William Rose, *Senior Planner*
NHDOT Bureau of Planning & Community Assistance
7 Hazen Drive, PO Box 483
Concord, NH 03302-0483
Phone: (603)271.3344
Email: wrose@dot.state.nh.us



A view of the CT River Valley Byway [UVLSRPC photo]

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NH SCENIC & CULTURAL BYWAYS PROGRAM OVERVIEW

ENABLING LEGISLATION

The NH Scenic & Cultural Byways program was enabled by the NH Legislature in 1992 in an effort to make interested roadways eligible for new federal funding via the Intermodal Surface Transportation Equity Act (ISTEA) passed the prior year. The NH legislation is found in Title 20 of the NH RSA's (Transportation) in Chapter 238 – Highway Programs. Specifically, the NH Scenic & Cultural Byways program is covered in the following legislation:

238:19 Purpose.

I. The scenic and cultural byways system is established to provide the opportunity for residents and visitors to travel a system of byways which feature the scenic and cultural qualities of the state within the existing highway system, promote retention of rural and urban scenic byways, support the cultural, recreational and historic attributes along these byways and expose the unique elements of the state's beauty, culture and history.

II. It is the intent of the general court that the scenic and cultural assets of the byways will be respected, that the rights of individual property owners shall be preserved, and that nothing in this subdivision shall be interpreted to preempt any land and zoning authority granted to municipalities under title LXIV.

III. It shall be a process of state and local identification of scenic and cultural byways that shall build a statewide system. However, nothing in this subdivision shall restrict a municipality from designating scenic byways within its jurisdiction, require that such designated scenic byways be nominated for inclusion in the New Hampshire scenic and cultural byways system, or require that the scenic and cultural byways council accept such locally designated scenic byway into the system.

Source. 1992, 160:1. 1995, 105:1, eff. July 15, 1995.



Along the Kancamagus Scenic Byway [R. Nadler photo]

238:20 Establishment of Scenic and Cultural Byways Council.

I. The scenic and cultural byways council shall consist of the following 15 members:

- (a) Nine members appointed by the governor including one person representing regional planning, 3 persons representing municipalities, one person representing tourist and recreation interests, one person representing forests and lands, one person representing the utilities, one person representing the Outdoor Advertising Association of New Hampshire and one person representing the highway construction industry.
- (b) The commissioner of the department of transportation, or designee.

- (c) The commissioner of the department of resources and economic development, or designee.
- (d) The director of the office of energy and planning, or designee.
- (e) The director of the division of historic resources, or designee.
- (f) One member of the house, appointed by the speaker of the house.
- (g) One member of the senate, appointed by the senate president.
- II. The terms of the members appointed by the governor shall be for 3 years, except that he shall appoint the initial members for terms of one, 2 and 3 years.
- III. The council shall choose its chairman annually from among its members. The chair shall serve for no more than 2 consecutive one-year terms.
- IV. Except as provided in this section, no state employee or member of any state commission, federal employee, or member of any federal commission shall be eligible for membership on the council.

Source. 1992, 160:1. 1995, 106:1, 2. 2003, 319:9. 2004, 257:44, eff. July 1, 2004.

238:21 Duties.

The council shall:

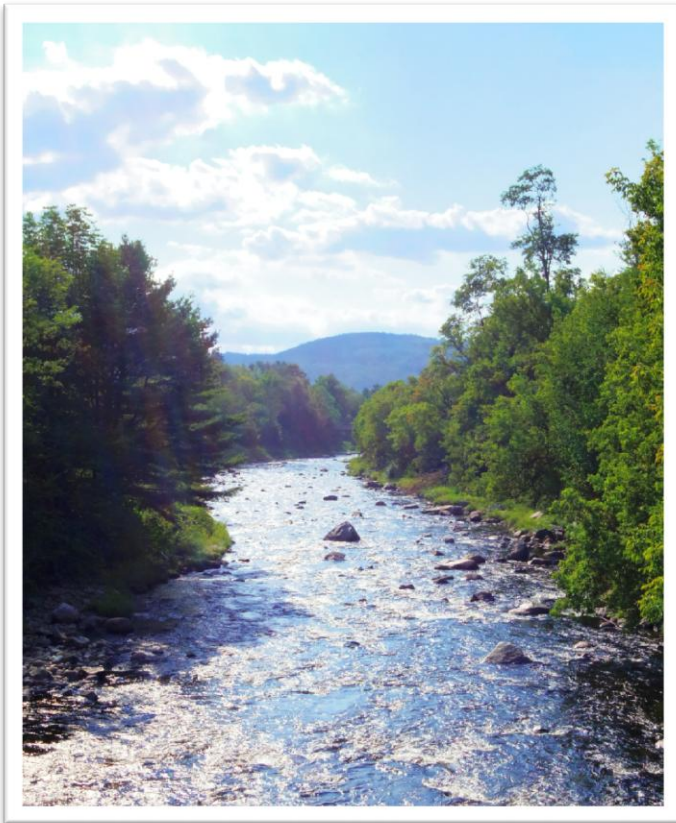
- I. Encourage towns and municipalities to designate scenic and cultural byways within their jurisdictions and to petition the council for the inclusion of these byways into the New Hampshire scenic and cultural byways system. Such inclusion shall enable the municipality to participate in federal funding that may be available under section 1047, Scenic Byways Program, of the Intermodal Surface Transportation Efficiency Act of 1991. The council may also propose a statewide network of connecting highways. Proposed connecting highways shall not be designated as scenic and cultural byways as defined and controlled under section 1047, Scenic Byways Program, of the Intermodal Surface Transportation Efficiency Act of 1991.
- II. Develop the process for byways nomination and nomination criteria. Advise and consult with municipalities regarding the process of recommending municipal roads for inclusion in the scenic and cultural byways system.
- III. Encourage and assist in fostering public awareness, understanding, and participation in the objectives and functions of the scenic and cultural byways system.
- IV. Provide municipalities with tools and ideas for enhancement and protection of the scenic and cultural byways.
- V. Review the byway system and report biennially to the governor and the general court upon the effectiveness of this subdivision and make recommendations. The reports shall indicate the status of all state and town designations and include a fiscal accounting of all moneys received and expended.
- VI. De-designate a scenic and cultural byway at the request of the municipality or if its character changes in such a way that it no longer meets the criteria under which it was designated.

Source. 1992, 160:1. 1995, 105:2, eff. July 15, 1995.

238:22 Designation.

- I. The council shall designate and de-designate scenic and cultural byways of the New Hampshire scenic and cultural byways system based on criteria which include, but shall not be limited to, the following:

- (a) Possesses significant visible natural or cultural features along its border such as agricultural lands, farms, significant architectural attributes, historic sites, town and city centers, museums, cottage industries, panoramic views, vistas of marshes, shorelines or forests, or notable geological or other natural features.
- (b) Accessible to natural and cultural features such as cultural facilities, historic sites, town and city centers, trails, lakes, rivers, streams, mountains, the seacoast, bike paths, agricultural land, parks, or protected lands that are open to the public, etc.
- (c) Conforms to and does not detract from the landscape.
- (d) Meets safety standards for the particular traffic encouraged.
- (e) Is free from intensive commercial development and obstructive signage that would detract from the principal reason for its designation.



The Ammonoosuc River as seen from the River Heritage Trail
[NCC photo]

byway on which the nomination is based.

Source. 1992, 160:1. 1995, 105:3, eff. July 15, 1995.

II. Designation of a state or local road or highway as a scenic and cultural byway under the provisions of this subdivision, and any general or special management criteria applicable thereto, shall not affect the operation, maintenance and expansion of existing public utility lines and facilities, or be construed to require any public utility to install any of its lines or facilities underground.

III. Under no circumstances shall a local scenic and cultural byway be designated without a public hearing conducted by the municipalities in the area.

IV. Nominations shall demonstrate local, private, and public support, and be reviewed to assess any traffic or other problems that may accrue to the designation as a scenic and cultural byway and propose a method to ensure the preservation and maintenance of the qualities of the scenic and cultural

238:23 Funds.

- I. The commissioner of the department of transportation, with the advice of the commissioner of the department of resources and economic development and the commissioner of the department of cultural resources, is authorized to apply for and accept gifts, grants, donations and contributions from any source, public or private, in the name of the state and to provide for technical and administrative support consistent with the resources provided to the program under this section. Any moneys

accepted shall be continually and solely appropriated for the purpose of this subdivision.

- II. Any funds obtained under former RSA 238:18 and not expended shall be transferred for use under this section.

Source. 1992, 160:1. 2003, 319:9. 2004, 257:44. 2007, 263:76, eff. July 1, 2007.

238:24 Advertising Devices on Scenic and Cultural Byways.

Notwithstanding any provisions of law to the contrary, advertising devices as defined in RSA 236:70, I, shall not be erected on any primary system highway that has been designated as a scenic and cultural byway, provided that:

- I. The council shall remove any scenic and cultural byway designation, highway sections that:

- (a) Have no scenic or cultural value; and
- (b) Have been designated or would be designated solely to preserve system continuity.

- II. Nothing in this section shall preclude the council from removing from any scenic and cultural byway designation, highway sections that are adjacent to property that is used for intensive commercial or industrial purposes. In this section, "intensive" means an area containing more than 5 zoned commercial or industrial activities located within one continuous mile.

- III. Advertising devices erected before the effective date of this section may be maintained.

- IV. On-premise signs, as defined in RSA 236:73, III, and directional, informational, or official signs, as defined under RSA 236:73, IV, may be erected and/or maintained.

Source. 1995, 106:3, eff. June 15, 1995.

PROGRAM HISTORY

The national Scenic Byways program was created by legislation (ISTEA) in 1991. This federal legislation authorized both the designation of national scenic byways, as well as a pool of funds to be awarded on a competitive basis for eligible projects involving designated byways. This legislation was followed up in 1995 by formal federal rulemaking regarding the national designation criteria and program funding guidelines for the program. The national program provided the impetus for the start of the NH Scenic & Cultural Byways program, which was created in 1992, and revised in 1995 – developments that parallel the national changes to the program.

For the period spanning 1992 - 2012, NH benefitted from over \$11 million from the national Scenic Byways funding program – averaging nearly \$550,000 in funds awarded annually between 1992 and 2012. Annual award amounts ranged from a high of nearly \$2.8 million in 1999, to a low of nearly \$250,000 in 1994. However, the recently adopted federal transportation funding authorization legislation known commonly as MAP-21 has ended the Scenic Byways program as a “standalone” program.

The national Scenic Byways program, along with other popular ‘alternative’ transportation funding programs such as Transportation Enhancements (TE) and Safe Routes to School (SRTS) were eliminated, while many of their former eligibility

categories were preserved as part of the new Transportation Alternatives Program (TAP).

For Scenic Byways, the following project types remain eligible under MAP-21 going forward in FY 2013 & FY 2014:

- Construction of turnouts, overlooks, and viewing areas.
- Community improvement activities, which include but are not limited to:
 - inventory, control, or removal of outdoor advertising;
 - historic preservation and rehabilitation of historic transportation facilities

However – the NHDOT has determined that these scenic byways activities, along with several other federally eligible activities under the TAP will not be considered for funding in NH. This is based on a desire to allocate the scant TAP funds towards non-motorized transportation improvements around the state.

The following tasks that were formerly eligible activities under the national Scenic Byways program, that are no longer eligible for TAP funds include:

- Acquisition of scenic easements and scenic or historic sites (including historic battlefields), and scenic or historic highway programs (including tourist and welcome center facilities).
- Landscaping and other scenic beautification.
- Establishment of transportation museums.

The FHWA guidance does not speak to the issue of whether the use of TAP funds for such planning projects as Corridor Management Plans remains an eligible activity for funding. However, it is important to note that the NHDOT's TAP program will focus on infrastructure improvements only to maximize the use of available funding.

This change in funding programs does not change the ability for both state and federal scenic byway designations however – nor does it diminish the value of these designations as a marketing/promotional tool for communities and businesses along



View of Mt. Kearsage from the Currier & Ives Scenic Byway in Webster [CNHRPC photo]

designated byways in NH. This change does instigate some changes to the approach of the NH Scenic & Cultural Byways program through the operations of the NH Scenic & Cultural Byways Council to strengthen the NHSCBC 'brand' – which is discussed later in this report.

NH SCENIC & CULTURAL BYWAY COUNCIL MEMBERSHIP

Representative	Representing	Appointed By (per RSA)
Ken Allen	Forests and Lands	Governor
Rep. Suzanne Smith	Speaker of the House	House Speaker
Sen. Jeanie Forrester	Senate President	Senate President
Mike Tardiff	Regional Planning Commissions	Governor
Jayne O' Connor	Outdoor Advertising Association of NH	Governor
Brenda Clemons	Highway Construction Industry	Governor
Mary Boswell	Municipalities	Governor
Donna Keely	Utilities	Governor
Chris Northrop	OEP	OEP Director
Mary Kate Ryan	DHR	DHR Director
Catherine Goff	DRED	DRED Commissioner
William Watson	NHDOT	DOT Commissioner
Leslie A. Boswak	Municipalities	Governor

DESIGNATED NH SCENIC & CULTURAL BYWAYS

The Moose Path Trail

Distance: 98 miles

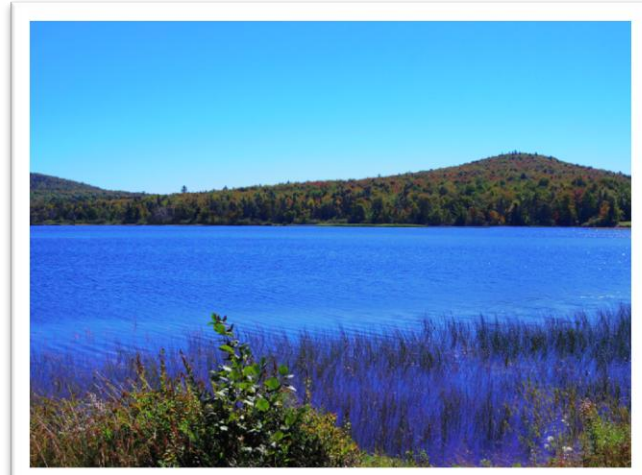
Communities: Shelburne, Gorham, Berlin, Milan, Dummer, Errol, Colebrook, Stewartstown, Clarksville, Pittsburg

Roads traveled: US2, NH16, NH26, US3

Areas of interest: Scenic Views, Dixville Notch, Wildlife viewing & natural areas.

For more information:

<http://www.nh.gov/dot/programs/scbp/tours/documents/moosepath.pdf>



Looking west from the Moose Path Trail [Source: NCC]

Woodland Heritage Trail

Distance: 65 miles

Communities: Berlin, Gorham, Milan, Stark, Groveton, Lancaster, Jefferson, and Randolph

Roads traveled: US2, NH16, NH110, & US3

Areas of interest: Wildlife Viewing Areas, National Wildlife Refuge, State Parks, State Forests, Woodland Heritage

For more information:

<http://www.nh.gov/dot/programs/scbp/tours/documents/woodland.pdf>

Presidential Range Trail

Distance: 115 miles

Communities: Glen, Jackson, Gorham, Randolph, Jefferson, Lancaster, Whitefield, Dalton, Carroll, Bartlett, Bethlehem & Littleton

Roads traveled: NH16, US302, US2, NH115, US3, NH135

Areas of interest: Wildlife Viewing Areas, National Wildlife Refuge, State Parks, State Forests, Woodland Heritage.

For more information:

<http://www.nh.gov/dot/programs/scbp/tours/documents/president.pdf>

River Heritage Trail

Distance: 120 miles

Communities: Woodstock, Plymouth, Haverhill, Waterville Valley, Campton, Thornton, Bath, Lisbon, Lincoln, Warren, Rumney, Wentworth, Sugar Hill, Easton, Franconia & Bethlehem

Roads traveled: NH 49, NH 25, NH 25C, NH 118, NH 112, NH 10, NH 116, US 302, NH 117, NH 175 & US 3

Areas of interest: Mountain views, resorts, scenic views, historic sites.

For more information:

<http://www.nh.gov/dot/programs/scbp/tours/documents/riverheritage.pdf>

Lake Sunapee Scenic & Cultural Byway

Distance: 25 miles

Communities: Newbury & Sunapee

Roads traveled: NH 103, NH 103B and NH 11

Areas of interest: State Beach, Wildlife Refuge, Scenic Shoreline, Boat Tours, Year-Round Recreation

For more information:

<http://www.nh.gov/dot/programs/scbp/tours/documents/sunapee.pdf>

Currier & Ives Scenic Byway

Distance: 30 miles

Communities: Henniker, Salisbury, Hopkinton & Webster

Roads traveled: US 202, NH 9, NH 103 and NH 127

Areas of interest: bucolic farmlands, river valleys, and quaint downtowns



Downtown Henniker along the Currier & Ives Scenic Byway

For more information: www.currierandivesbyway.org

Lakes Tour

Distance: 97 miles

Communities: Alton, Gilford, Meredith, Center Harbor, Laconia, Holderness, Moultonborough, Tamworth, Ossipee & Wolfeboro

Roads traveled: NH 28, NH 11, US 3, NH 106, NH 25, NH 25B, NH 175, NH 109 & NH 109A

Areas of interest: Views of Lakes, Mountains and Villages, the Region's Largest City and Year-Round Recreation

For more information: <http://www.nh.gov/dot/programs/scbp/tours/documents/lakes.pdf>

Branch River Valley Trail

Distance: 14 miles

Communities: Milton & Wakefield

Roads traveled: NH125 & NH16

Areas of interest: New Hampshire's Agricultural, Industrial and Tourism Heritage

For more information:

<http://www.nh.gov/dot/programs/scbp/tours/documents/branchriver.pdf>

The Appleway

Distance: 10 miles

Communities: Londonderry

Roads traveled: Elwood, Adams, Mammoth, Pillsbury & Gilcreast Roads (all local roads)

Areas of interest: Agricultural heritage sites

For more information:

<http://www.nh.gov/dot/programs/scbp/tours/documents/appleway.pdf>

Amoskeag Millyard Scenic & Cultural Byway

Distance: 1 mile

Communities: Manchester

Roads traveled: Millyard area of City along Merrimack River

Areas of interest: Historic industry

For more information: unknown

Canterbury Village Byway

Distance: 12 miles

Communities: Canterbury

Roads traveled: NH132, local roads (Baptist Rd., Center Rd., Carter Hill Rd., Hoit Rd. & West Rd.)

Areas of interest: Historic Shaker Village, Rural Farmland, Forests, Wetlands, and a Colonial Village Green

For more information: <http://www.shakers.org/>

General John Stark Scenic Byway

Distance: 34 miles

Communities: Goffstown, Dunbarton, Weare and New Boston

Roads traveled: NH114, NH77 & NH13

Areas of interest: Scenic Views, Agricultural festivals, Cultural Attractions, farmers markets & historic attractions

For more information: <http://generalstarkbyway.org/>

Coastal Byway

Distance: 18.5 miles



The Historic Wentworth Hotel [Source: RPC]

Communities: Seabrook, Hampton, North Hampton, Rye, Portsmouth & New Castle

Roads traveled: NH1A & NH1B

Areas of interest: State Parks, Historic Sites, Beaches, Islands, Ocean Views, Harbors and Resort Towns

For more information:

<http://www.nh.gov/dot/programs/scbp/tours/documents/coastal.pdf>

Independence Byway

Distance: 21 miles

Communities: Hampton, Exeter, Portsmouth, Dover & Seabrook

Roads traveled: NH27, NH108 & NH101

Areas of interest: Historic sites from NH's colonial period.

For more information:

<http://www.nh.gov/dot/programs/scbp/tours/documents/independence.pdf>

Old Stagecoach Scenic Byway

Distance: 3.75 miles

Communities: Atkinson

Roads traveled: NH121

Areas of interest: Scenic views & historic/cultural sites

For more information: unknown

NOMINATED NH SCENIC & CULTURAL BYWAYS

The NH Scenic & Cultural Byways Council received 3 nominations for new state designated byways in 2012. All three of these proposed byways are pending review and approval by the council. Brief descriptions of the proposed byways have been provided below.

Robert Frost/Old Stagecoach Scenic Byway:

The proposed Robert Frost/Old Stage Coach Scenic Byway is a 44 mile route composed of two segments. The Old Stage Coach Byway segment begins in Atkinson, New Hampshire, near the Massachusetts border, and follows NH Route 121 north through Hampstead, Sandown, Derry, Chester, and Auburn to Massabesic Lake. From Massabesic lake the Robert Frost Byway segment proceeds southward on local roads, passing through historic Downtown Derry and the Robert Frost Farm Historic Site, and connects back to NH121 in Hampstead.

This nomination was submitted jointly by the Towns of Atkinson, Hampstead, Chester, Auburn & Derry. The proposed byway builds on a 3.75 mile byway designated at the request of the Town of Atkinson in 2011.

The proposed byway exemplifies and celebrates the history of the original Boston-Haverhill-Concord Stage Coach Route through southern New Hampshire, and the rural New England landscape written about by Poet Laureate Robert Frost. The proposed routes traverse traditional New England villages with historic homes and civic buildings; farmsteads, apple orchards, tree-canopied rural roads and scenic conservation lands; and recreation areas including Massabesic Lake with its canoeing, kayaking and fishing opportunities, as well as connections to rail trails and hiking paths. The route includes eight properties on the National Register of Historic Places, including Robert Frost Farm Historic Site, where Frost lived from 1906 to 1911 while teaching at Pinkerton Academy.

Some of Frost's most well-known poems are set nearby in and around Derry. Countless additional properties dating to the 18th, 19th and early 20th centuries are of more local historic significance and characterize rural New Hampshire for the Byway visitor.

The Mills Scenic Byway:

This proposed 12.07 mile byway follows NH 108 and US 4 through the Towns of Newmarket, Durham, Madbury & Rollinsford. While the proposed byway passes through the City of Dover, the City has elected not to support byway designation for that section. The nomination was submitted jointly by the Towns of Newmarket, Madbury and Rollinsford.

The proposed byway will connect both the Coastal & Independence Byways and features panoramic views of rolling open hills bordered by forest land and stone walls cut through by brooks and low-lying wetland marshes, views of pristine farmland that open up to downtown historic districts peppered with white church steeples, old mill buildings, river frontage, and park areas with access for nature walks and other recreational activities. These charming scenes paint an illustration of New England river towns that possess a historical past that have seen a steady transformation from early sawmills to a thriving textile industry, which has in turn given way to dozens of smaller businesses.

Upper Lamprey Scenic Byway:

The proposed Upper Lamprey Scenic Byway is a 45 mile route that follows both state highways and local town roads through the Towns of Candia, Deerfield and Northwood. The proposed Upper Lamprey Scenic Byway contains an assortment of historical, cultural, and natural resources, ranging from hilly vistas and lakeside panorama to classic New England downtown areas. The northwestern part of the Lamprey River flows through the region, and recreational opportunities abound. In addition to scenery and recreation, the traveler experiences myriad opportunities for antiquing along the Northwood stretch. Historical architecture also exists throughout the 45-mile byway, and is a major draw for anyone interested in New Hampshire's proud days gone by.

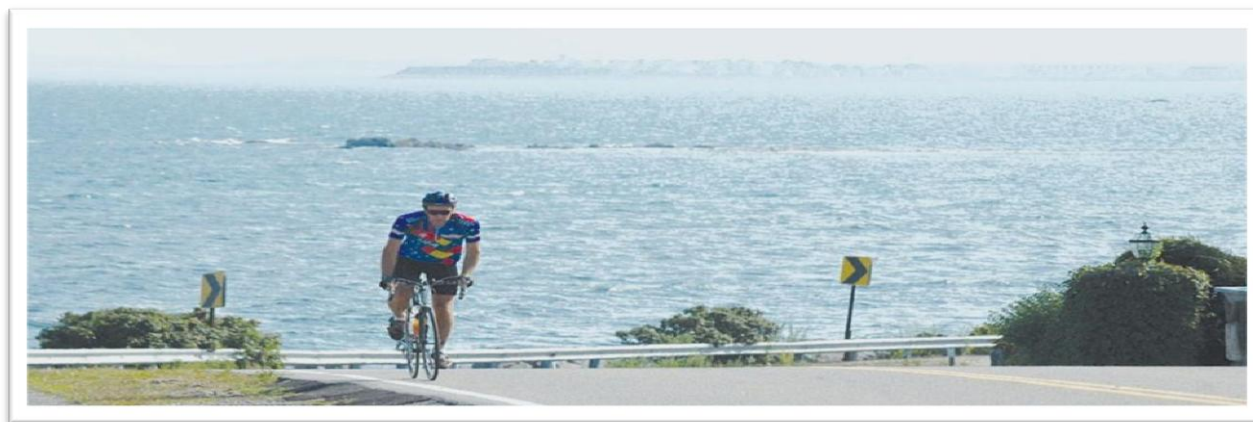
The proposed Upper Lamprey Scenic Byway contains outstanding scenic vistas, natural resources, and historic villages that celebrate the scenic and cultural heritage of New England. Winding through the towns of Candia, Deerfield, and Northwood, one arrives at panoramic views of the mountains to the north, farms and forests to the east and west, and historic and cultural relics at every corner.

FISCAL ACCOUNTING OF ALL FUNDS ACCEPTED & EXPENDED (2011-2013)

Below is an accounting of the funds awarded by the US Department of Transportation, Federal Highways Administration for Scenic Byways projects in the State of NH. Please note that all funds identified below are either FHWA funds (80% limit) or other non-state funds (20% match).

Year	State Project Number	Project Name	Federal Funds	Local Match Amount	Project Total
2011	21445	Lakes Region Tour Scenic Byway (NH): Corridor Management Plan	\$27,878.00	\$6,969.50	\$34,847.50
2011	21431	Mount Washington Scenic Overlook	\$1,140,150	\$291,447.93	\$1,457,239.64
2012	20808	North Country Scenic Byway Loops Corridor Management Planning	\$54,156.00	\$12,222.00	\$61,110.00
Totals			\$1,222,184.00	\$310,639.43	\$1,553,197.14

The projects identified above go through a well-established process at NHDOT for the management and implementation of their respective projects known as the Local Public Agency or LPA process. Each project sponsor must have staff that possesses the requisite certification training provided twice a year by NHDOT. Each project sponsor also signs a Governor & Executive Council approved Local Project Agreement with NHDOT that outlines the terms and conditions of the funds. All Scenic Byways project funds are administered by NHDOT, under agreement with FHWA.



Along the Coastal Byway [Source: RPC]

NOMINATIONS FOR DE-DESIGNATION

In an effort to comply with RSA 238:22(IV) (*designation & de-designation*) which states:

Nominations shall demonstrate local, private, and public support, and be reviewed to assess any traffic or other problems that may accrue to the designation as a scenic and cultural byway **and propose a method to ensure the preservation and maintenance of the qualities of the scenic and cultural byway on which the nomination is based** [emphasis added].

And as per RSA 238:21(IV), which states:

De-designate a scenic and cultural byway at the request of the municipality or if its character changes in such a way that it no longer meets the criteria under which it was designated.

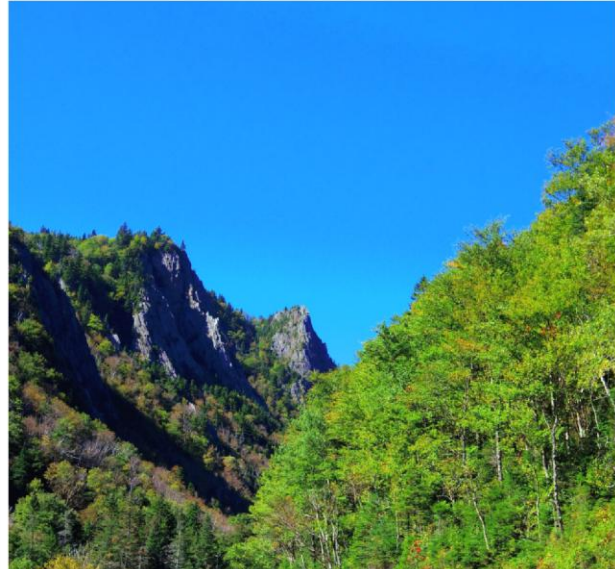
In an effort to ensure compliance with the RSA's, as well as to improve the NH Scenic & Cultural Byways designation as a 'brand', the NHSCBC has adopted a process for de-designation within its rules of procedure. The rules of procedure state:

8.3 – State De-Designation Process

There are two methods for the de-designation of a State scenic byway:

1. Request from a Municipality located along the designated route:

Municipalities may request that any section of byway designated in their community be de-designated. Such requests must be made in writing and sent to the attention of the NH State Scenic Byways Coordinator. The letter must be signed by the Mayor or Selectboard Chair of the community requesting de-designation of the byway, the reason for the request and a copy of the meeting minutes documenting the official action by the municipality's executive body regarding the requested de-designation. The Council, at its next meeting, will consider the request for de-designation as it relates to the criteria in RSA 238:22.



View of Dixville Notch from the Moose Path Trail
[Source:NCC]

2. Request by the Council:

As part of the Biennial Report development process, the NH State Scenic Byways Coordinator shall review the status of all state designated byways. Particular attention shall be paid to those byways:

- Lacking an approved Corridor Management Plan;
- Lacking a functional corridor management entity; or
- No longer meeting the criteria designation was originally based on;

Those designated byways meeting with either of the two will be compiled in a list and presented to the Council for review, discussion and any action related to the de-designation of a byway.

The first time that a designated byway appears on the list, the Council may identify a course of action that will allow issues related to the byway's listing on a de-designation candidate list, and communicate this action plan to the managing entity. This will allow for address of the deficiency over the biennium, and removal from the de-designation candidate list.

The second time that a designated byway appears on the de-designation candidate list, the Council shall act to de-designate the byway.

For those byways lacking a functional management entity, the Council shall act to de-designate the candidate byway.

The following byways have been identified as candidates for de-designation by the NH Scenic & Cultural Byways Council:

- **River Heritage Trail** – This state designated byway currently has no corridor management plan (CMP) in place. The North Country Council was awarded funds in 2010 to develop a CMP, but work has only recently commenced at the writing of this report. It is expected that the CMP will be adopted prior to development of the next biennial report, thereby removing the RHT from consideration for de-designation.

Region: Northern NH

- **Presidential Range Trail** - This state designated byway currently has no corridor management plan (CMP) in place. The North Country Council was awarded funds in 2010 to develop a CMP, but work has only recently begun at the writing of this plan. It is expected that the CMP will be adopted prior to development of the next biennial report, thereby removing the RHT from consideration for de-designation.

Region: Northern NH

- **Woodlands Heritage Trail** - This state designated byway currently has no corridor management plan (CMP) in place. The North Country Council was awarded funds in 2012 to develop a CMP, but work has not yet started. It is expected that the CMP will be adopted prior to development of the next

biennial report, thereby removing the RHT from consideration for de-designation.

Region: *Northern NH*

- **Moose Path Trail** - This state designated byway currently has no corridor management plan in place. The North Country Byways Council is the designated advisory committee for all of the North Country byways – however this group is currently not active.

In order to remove this byway from de-designation consideration, it will be critical for the NCBC to be re-activated and adopt a CMP by December 31, 2015 or be de-designated by the NH Scenic & Cultural Byways Council.

Region: *Northern NH*

- **Lakes Tour Scenic Byway:** This state designated byway currently has no corridor management plan and no identified advisory committee in place. The Lakes Region Planning Commission was awarded federal Scenic Byway program funds in 2011, and work has begun on development of the CMP as of the writing of this report. It will be necessary for both the CMP to be developed, and a byway advisory committee established to adopt the recommended CMP in order to avoid de-designation in 2015.

Region: *Lakes Region*

- **Canterbury Shaker Village Byway:** This state designated byway currently has no known corridor management plan in place, nor is the byway advisory committee known. NHDOT's interim Scenic Byways Program Coordinator is working with other agency partners to identify appropriate contacts to address the identified deficiencies and either maintain or de-designate this byway.

Region: *Central NH*

- **Branch River Valley Trail Byway:** This state designated byway has no formally designated Corridor Advisory Committee nor does it have an adopted Corridor Management Plan. While the interim Scenic Byways coordinator has been informed of plans for both of these deficiencies to be addressed, the pertinent parties will need to conduct the requisite follow-through prior to December 31, 2015.

Region: *Eastern NH/Maine Border*

- **The Appleway:** This state designated byway has no known formally designated Byway Advisory Committee nor does it have any known adopted CMP. The byway is entirely located within the Town of Londonderry, and is located entirely on Town roadways. It is believed that the corridor is managed either by the Town or the local chamber of commerce, but that information is unclear. Pending confirmation of the

status of the advisory committee and CMP, this byway has been placed on the de-designation candidate list.

Region: Southern

- **Amoskeag Millyard Scenic & Cultural Byway:** This state designated byway has no known formally designated Byway Advisory Committee nor does it have any known adopted CMP. The byway is entirely located within the City of Manchester, and located entirely on City streets within the Millyard district. It is believed that the corridor is managed by the City but that information is unconfirmed. Pending confirmation of the status of the advisory committee and CMP, this byway has been placed on the de-designation candidate list.

Region: Southern



A view of Wallis Sands State Beach along the Coastal Byway [RPC photo]

RECOMMENDATIONS

- **Continue to develop the NH Scenic & Cultural Byways designation as a meaningful brand:**

While not a panacea for economic development on its own, a scenic byways designation at either the state or federal level still has the potential to enhance other marketing efforts for tourism based businesses along designated routes. The NH Scenic & Cultural Byways Council has the ability to enhance that designation by ensuring it means something. This is most easily accomplished by engaging designated byways under the terms established in the RSAs and as supported by the rule of procedure. This will require enhanced outreach through NHDOT and the Regional Planning Organization partners around the state.

- **Improve required oversight of nationally designated byways in NH:**

Buried within the *Federal Register* / Vol. 60, No. 96 / Thursday, May 18, 1995 / Notices [FHWA Docket No. 95–15] is the following language regarding the national de-designation process:

- d. It shall be the State's responsibility to assure that the intrinsic qualities of the National Scenic Byways and All-American Roads are being properly maintained in accordance with the corridor management plan.

To date, the NHSCBC has not engaged any of the nationally designated byways in this manner. The following byways would be affected by this 18 year old rule:

- White Mountains Trail (including Kancamagus National Scenic Byway)
102 miles
- Connecticut River Byway

The NHSCBC recommends the following approach to ensure compliance with the federal rules:

- Utilize the NH Scenic Byways Coordinator to conduct reviews of the existing Corridor Management Plans, develop summaries of CMP elements and meet with the respective Corridor Advisory Committees for each byway to discuss the status of the CMP directives.
- Following the meeting, the NH Scenic Byways Coordinator will develop a list of recommended next steps for each corridor in any instance where a deviation from the adopted plan is identified.

- Develop an expected implementation plan for each corridor regarding any identified issues.

Deliverable date: November 2015 NH Scenic & Cultural Byways Council meeting.

- **Improve Coordination & Outreach efforts/Communication between NHDOT, NH DRED, NH RPCs and NH Scenic & Cultural Byways Council:**

Currently both NHDOT and DRED provide on-line information on the various byways in the state, albeit in different formats and to varying degrees of accuracy. Many of the 9 Regional Planning Commissions provide a variety of support services to those designated byways – whether on Advisory Council seats, as staff to the advisory councils or various planning support services such as developing corridor management plans. All 3 organizations are also seated on the NHSCBC. Given the changing approach to the NH Scenic Byways program in the face of diminished funding, it is imperative that the separate groups come together to ensure that the variety of services and assistance each offers is done in a strategic manner in support of NH's designated byways.

Deliverable date: Ongoing with a report on efforts undertaken to improve coordination at the November 2015 NH Scenic & Cultural Byways Council meeting.

- **Develop a coordinated NH Scenic & Cultural Byways Web Presence:**

While there is a good deal of information on-line regarding the designated Scenic & Cultural Byways in NH – there is no comprehensive 'one-stop' location for interested parties to access information regarding these byways, nor is there any coordinated approach to information presentation. This makes for lengthy, confused and frustrating searches for seemingly simple details regarding the byways and more critically – the local businesses that benefit from the trips the byways generate.

This presents an opportunity for the various parties that have a stake in the NH Scenic & Cultural Byways community to work collaboratively to address the issue with existing resources. These parties include:

- NH Scenic & Cultural Byways Council
- NH Department of Resources & Economic Development (DRED)
- NH Department of Transportation (NHDOT)
- Corridor Advisory Councils
- NH's Regional Planning Commissions

The stakeholders should collaborate over the current biennium and report on progress in the next Biennial Report of the NH Scenic & Cultural Byways Council in November 2015 with a proposal and implementation plan.